#### REDUCED RATES TO THE FAIR

Western Passenger Association Forced to Adopt a Lower Schedule.

One Fare for the Round Trip on Illinois and Other Special Days-New Method of Basing Rates from the West.

The Western Passenger Association has reconsidered its decision to make no lower rates for Illinois day at the world's fair, and the result is to be one fare for the round trip from all points in Illinois and all points in Western Passenger Association territory within three hundred miles of Chicago. The decision was not entirely voluntary on the part of some of the lines, but they were compelled to come down or have a big fight on their hands. Five of the roads in the association had determined to make special rates whether they were authorized by the association or not. The vote was completed yesterday, and more than one vote was recorded against the proposition, and as the vote had to be unanimous the prospect of lower rates was very dark. The lines which had determined to put down the rates then came forward and announced their intention, and invited the other lines to join in or have a lot of trouble over passenger rates, and the reluctant lines preferred to join in. Exenssion tickets will be sold Aug. 23, and also for all trains reaching Chicago prior to noon of Aug. 24 They are good returning up to and including Aug. 28. The rates are made with the understanding that the same basis of rates may be used for special days for all other States included in the territory of the Western Passenger Association, The return limit for tickets issued for such State days is not to exceed seven days from date of issue where the distance is 1,000 miles or less, and ten days where the limit is over 1,000 miles.

New Basing Rates.

By a new method of basing rates from Kansas City and other Missouri river points to the seaboard the lines via St. Louis, Indianapolis and Cincinnati are likely to get some business which has in the past been going via Chicago, as is really reduces the rate from such points to the seaboard \$3. The Ohio & Mississippi, the Big Four and Vandalia (Pennsylvania) lines have agreed on the following basing rates for limited tickets, subject yet, however, to the agreement and ratification of the Wabash railroad:

St. Louis to New York, standard lines, \$20. St. Louis to New York, differential lines, \$18. Philadelphia, all lines, \$18. Baltimore and Washington, \$17. Harrisburg, \$16.75.

The only condition is that rates from points near St. Louis are not to be lower han present selling rates from St. Louis, for the latter rates are not to be reduced.

These rates are to be in effect until further notice and have been offered to Western Passenger Association lines as a basis for through rates from Western territory. All Eastern seaboard rates are at present based over Chicago. Elevated Tracks in Chicago.

The Pittsburg, Fart Wayne & Chicago company has submitted to the city of Chicago a plan for the elevation of tracks in the south part of the city. The plans were presented by James McCrea, first vice president of the Pennsylvania, to the Mayor and consulting engineer of Chicago, Mr. McCrea making a formal offer to elevate the company's tracks, and asking for action at once in the matter on the part of the city. It is proposed by the company to elevate its tracks for a distance of four miles. The tracks are to be elevated on earth filling eight feet, with iron bridges resting on heavy stone masonry, and the transverse streets to be depressed five feet. If the plans are accepted the company promises to have the work completed in three years. The railroad company, under the proposed agreement, requires the city to pay the land damages, if there be any. and the cost of sinking the water and gas mains and sewers, if any work of that character is required.

Eastbound Shipments from Chicago. Eastbound shipments from Chicago last week amounted to 44,752 tons, against 52,-042 tons for the preceding week, and 52,638 tons for the corresponding week of last year. The roads carried tonnage as follows: Michigan Central, 5,780; Wabash, 3,253; Lake Shore, 5,583; Fort Wayne, 5,210; Panhandle, 6.819; B. & O., 2,345; Grand Trank, 3,628; Nickel-plate, 3,797; Chicago & Erie, 7,030; Big Four, 1,900. Lake shipments amounted to 74,890 tone, against 77,-883 tons for the preceding week.

A Denver Rumor.

vision passenger agent of the Colorado Midland, has secured the position of general passenger agent of the Cincinnati, Hamilton & Dayton road, with headquarters at Cincinnati.

Personal, Local and General Notes. The stockholders of the Wabash road will hold their annual meeting in St. Louis Train 9 over the Big Four, leaving Indi-

C. W. Fairbanks, general solicitor of the Cincinnati, Hamilton & Dayton, has re-

through to Chicago.

arrived home last evening.

anapolis for the north at 7 A. M., now runs

surned from New York. D. F. Whitcomb, who has been visiting his brother for a few days in Columbus, O ..

William La Bonta, purchasing agent of the Chesapeake & Ohio, was in the city

yesterday calling on friends. The first harvest excursion comes off today, and indications are that not a dozen people will go from this section by any line.

Last week 18,200 cars were transferred over the Belt road, and Belt road engines handled 804 carloads of live stock at the yarda J. A. Barnard, general manager of the

Peoria & Eastern, who has been at Hot Springs for a few days, is expected home

It is just one month since the Monon put on its round-trip 90-cent rate to Lafayette, and 627 tickets have been sold, as shown by the official report.

In eighteen hours, last Friday, the Pittsburg. Fort Wayne & Chicago took into Chicago nineteen passenger trains. It was the banner business day since the world's

John M. Chesborough, assistant general passenger agent of the Vandalia, has been West for several days visiting the representatives of the road at such points as

Kansas City and Memphis. the Big Four, has been confined at home some days by a low grade of fever, which it was feared would end in typhoid, but

yesterday he was reported better. On Saturday engineer Sullivan, on the Cincinnati, Hamilton & Dayton, with Engine 209, made the run, with six cars, from Rushville to Indianapolis in thirtyseven minutes; distance, thirty-nine miles. The roads have this year profited but

little through the camp meeting travel, it having been lighter to Acton, Bethany Park and Battle Ground than in any camp-meeting season of the last ten years. The prospects for a receiver for the tchison, Topeka & Santa Fe are not as breatening as tendays ago, as the comany has arranged for an extension of its .000,000 of guaranty notes for five years

Jefferson Justice, formerly auditor of the bal department of the Pennsylvania, has seen appointed auditor of the freight de- his ribs. partment, vice George M. Taylor, deceased. Dacar Knipe will succeed Mr. Justice in his present position. Both appointments take offect Sept. 1.

E. H. Bacon, who succeeded W. D. Crush, representing the passenger department of the Monon in the South, with headquarters at Louisville, is said to be making an excellent record and, in doing so, better maintaining rates than some of his

predecessors. The Southwestern limited east over the Bee-line division of the Big Four now consists of eight cars, a postal car from in-Alanapolis to Cleveland, and a day coach

from Indianapolis to Columbus, O., via the Dayton & Union, having been added to that train.

The Pennsylvania now has in service on its New York division six new class "P" engines which are doing excellent work. Three were built at the Fort Wayne shops and three at Altoona. Those built at Fort Wayne are credited with doing the best work. These engines have seventy-eight inch driving wheels.

The Cincinnati, Hamilton & Dayton and the Monon, in the thirty-six hours ending at 2 A. M. Monday, hauled into Chicago thirteen trains loaded to their full capacity with world's fair excursionists, the H. & D. turning over to the Monon seven specials in addition to the regular trains. The trains averaged seven coaches

C. Sheilds, general superintendent of the Northern Pacific, has resigned, assigning as a reason that he would not stand the cut in his salary. A representative of the Journal was yesterday shown a letter stating that on Sept. 1 Mr. Shields would become the general superintendent of the Chicago & Great Western at an increased salary over that he received on the Northern Pacific before the cut.

The Journal has good authority for stating that the Terre Haute Car-works Company will at once rebuild its machine shops and commence doing repairing work, and, as soon as the financial outlook is more favorable, will rebuild the buildings which were burned, but will place them one hundred feet apart, so that in case of fire the works would not be so generally destroyed as in the late fire.

A good deal of stock of the Evansville & Terre Haute is still changing hands and is causing some speculation. In speaking of it the New York Post says: "The selling of Evansville & Terre Haute and stock of companies connected with that system is said to be principally liquidation. A large block of the E. & T. H. stock which has been hanging over the market for some time is gradually being sold."

One who is well informed on the financial condition of the Cincinnati, Hamilton & Dayton states that the company now has at its command \$8,000,000, and, did it choose, could purchase the Indianapolis, Decatur & Western, paying every dollar in cash, and then have a baudsome surplus in have never for a moment contemplated advancing any cash for control of that

M. E. Ingalls, president of the Big Four, will spend most of this week at Hot Springs, W. Va. In the latter part of the week he will have a conference there wit's Oscar Murray, vice president of the Big Four, who will this week return from abroad, and with W. P. Walker, freight traffic manager of the Chesapeake & Ohio. the conference being chiefly in reference to the new steamship line out of Newport

Engine 120, on the Louisville division of the Pennsylvania lines, last week hauled six cars from Indianapolis to Louisville, station to station, in two hours and twelve minutes, stops and slow-downs to be deducted. The distance is 110 miles, and 70 per cent of the way the train run at the rate of a mile a minute, and faster on some stretches. This engine is one of the new high-pressure passenger engines of the Pennsylvania Company.

James K. O. Sherwood has been appointed receiver of the Philadelphia, Reading & New England railroad, owners of the Poughkeepsie Bridge Company, the old Central New England road, and lessee of the Hartford & Connecticut Western railroad. The appointment was made by Judge Pratt, in Brooklyn. The receiver has already qualified and taken possession of all the property. The relations between the receiver and the New England road will be most friendly.

President Hill, of the Great Northern, is quoted as saying a few weeks ago that that company's fixed charges were but \$23,000 per mile, while those of the Northern Pacific were \$63,000, and that he proposed to put the Northern Pacific into the hands of a receiver. Where Mr. Hill is benefited, if he is quoted correctly, is not discernible, as now the Great Northern has fixed charges on \$23,000 per mile to pay, and the Northern Pacific's fixed charges, under a receiver, are virtually nothing.

D. B. Martin, general ticket and passenger agent of the Big Four, will to-day have Assistant General Passenger Agent Bronson and all the district passenger agents together at Cincinnati to arrange for properly handling the Grand Army of the Republic business. Mr. Bronson savs from the information he has received the Big Four lines will bring into Indianapolis at least 25,000 Grand Army men and their friends, saying nothing about the travel incident to such a gathering.

DELTA TAUS IN CONVENTION.

College Men Gathering for Their Annual Fraternity Meeting.

The Delta Tau Deltas are here, and the purple, white and gold, which are the colors of the fraternity, are plentiful round about the Denison, where they have established themselves. The occasion of their assemblage is threefold. Yesterday and to-It is reported that Charles S. Lee, late di- day the Northern and Southern divisions meet in their annual convention, and Wednesday, Thursday and Friday will be held the thirty-second karnes of the fraternity, which is held biennially. The meetings are expected to be the most largely attended of any yet held. The preliminary arrangements are in charge of Beta Zeta Chapter, of Butler University, and extensive preparations have been made by it for the reception of the visitors. The officers of the arch chapter are:

Charles C. Dickinson president, Albany, N. Y. W. S. Summers vice president, Lincoln, Neb. Ben U. Rannels general secretary, Cleveland, O. Miner T. Hines general treasurer, Gambler, O. Kendrie C. Babcock, editor of the Rainbow, Minneapolis, Minn. A. E. Duerr president Eastern division, Wil-

liamstown, Mass. D. R. Anthony president Northern division. Leavenworth, Kan. Paul E. Kenyon president Western division. Minneapolis, Minn. C. R. Churchill president Southern division,

New Orleans, La. The Delta Tan Delta is one of the oldest and numerically strongest of college fra-ternities. It was organized at Bethany College, West Virginia, in 1856, and has at the present time forty undergraduate and fifteen alumni chapters.

James A. Wildman, president of the Board of Trade, who is a Delta Tan Delta. was present at the meeting yesterday morning, and welcomed the delegates to the city in a short speech.

HIS WATCH SAVED HIM.

Jim Wormberg Stabbed by a Negro in Notorious Craps Dive.

Last Sunday night there was a serious row in one of the low craps joints which the Sullivan administration is backing. and two men were seriously stabbed. The affair occurred in the saloon of John Mil-Albert S. White, general freight agent of | ier, at 253 Shelby street, and a strong effort was made to keep the row from being publicly known. Although the night was Sunday a large crowd of whites and blacks had gathered to "shoot craps," and the proprietor, who a Sullivan boss in that end town, watched the progress of the game. Charles Stubbs, a negro, had an interest in one of the stakes, but Jim Wormberg, a white man, swept in everything that appeared on the table. Stubbs objected and then there was a cry of "horses." which is the vernacular for loaded dice. Stubbs and Wormberg quarreled and the negro plunged an ugly looking knife into the hip of the white man. Wormberg carried a watch in the fob pocket of his trousers, and the blow of the knife sent the blade through the watch case. The blade glanced and entered Wormberg's body between two of

As the white man fell back it was seen that the negro had been cut also, as blood was streaming from a wound seven inches long in the negro's thigh. It is believed that Wormberg cut him, although no one saw a knife in the white man's hand. Miller then separated the two men, who were taken to their homes in the commons, near by. Both are married and have families. Their condition is serious, but not dangerous. Patrolman Corban has been working on the case, and, it is said, will swear out warrants for the parties to-day. The dive has a bad reputation, and it is said that white men and negro women associate

### STANDARD COMPANY FAILS

Bicycle Works Go Into the Hands of a Trust Company as Assignee.

Money Stringency Given as the Cause of the Failure-Convictions in the Criminal Court-Plea for Divorce.

The Standard Manufacturing Company yesterday made an assignment to the Union Trust Company, for the benefit of its creditors.

The property assigned consists of accounts and bills, and the stock in trade and material in process of manufacture, situated in the old Virginia-avenue skating rink, at Nos. 243 to 251 Virginia avenue, where the company has its plant for the manufacture of bicycles.

The company owned no real estate, and the schedule of property assigned includes the manufactured stock and parts of bicycles in the factory, together with all the machinery, tools, furniture and fixtures; nine bicycles at the Indianapolis Warehouse Company's rooms, assigned as collateral security for a note for \$500; one lot of lease contracts of the face value of \$278. assigned as collateral security for a note of \$200; all accounts owing to the company, and which have, for the most part, been assigned as collateral security; all promissory notes belonging to the company, amounting to \$420, all of which have been assigned as collateral security, and one lot of bicycles in possession of the Parry Manufacturing Company and others, the number of which is unknown, in possession of various persons for use on race tracks and five bicycles recently shipped from Chicago. The assets of the company are estimated to be worth about \$60,000, and the liabilities, while not definitely known, are said to be much less than this amount. Addison Bybee is the president and H. C. Smither the secretary; the other stockholders are Abraham L. Teeter and Wilbur F. Cornelius.

The company was organized in the fall of '91 and in November of that year began the manufacture of bicycles, and the old Virginia-avenue rink was fitted up for their occupancy. They manufactured the Arrow, a high-class phneumatic, and the Planet, a cheaper grade of bioycle, and shipped their output to all parts of this country and European ports. Until a few weeks ago they employed 150 men, but all their force had been laid off, and yesterday the last two men were told there was no more work for them. The assignee will and it is expected that he will be able to put the works in operation again in a short time, as most of the creditors are willing that this should be done.

Four Convictions for Theft. In the Criminal Court, yesterday, William O'Brien was convicted of petit larceny and burglary, and sentenced to five years' imprisonment in the State prison. On the night of July 31 the store of Elmer Pursell, at Broad Ripple, was burglarized and a quantity of merchandise stolen therefrom, and O'Brien was arrested and indicted for the theft. Albert Martina, a colored man, was convicted of petit larceny and sentenced to three months' imprisonment in the work-

house, for the theft of \$2.10 from Samuel E. Dinnen. William Flora was convicted and sentenced to imprisonment in the State prison for eighteen menths for the theft of a stove

from S. E. Pollock. Mary Anderson, alias Attie Naanes, was convicted of grand larceny and sentenced to one year's imprisonment in the State prison. She was employed as domestic in the home of Mrs. Sophia Van Hummell, and while there stole from her employer two dresses and several other articles of the aggregate value of \$150.

Before the Cadl. Aside from the usual number of "vage" and drunks in the Police Court on Monday morning the Cadi yesterday held Thomas Weston for the action of the grand jury for grand larceny. Ed Moran was held for sodomy. Carl Gill and Clarence Thompson, arrested for stoning street cars and offending persons on the street, were in the court and the first charge dismissed, and each was fined and sent to the workhouse on the latter. Max Grundy was fined for offending persons on the street, and the fine stayed. A. B. Cole, arrested last week for

petit larceny, waived examination and was held for the action of the grand jury. McCarty Gets a Light Sentence. In the Criminal Court, yesterday afternoon, Judge Cox found Thomas McCarty guilty of assault and battery with intent to kill and sentenced him to six months in the workhouse. There was testimony introduced to show that John Donahue. him with a rock. McCarty has not yet reached his majority and Judge Cox said on account of his age he would not affix a penitentiary sentence and in addition to the workhouse sentence imposed a fine

Peculiar Breach of Promise Case. A prospective breach of promise suit between cousins of Pike township has been compromised by the payment of \$250 by the man to be sued. The girl is but fifteen years of age, and her cousin admitted that there had been some talk of marriage, Cousins being prohibited by the statutes of this State from intermarrying the suit could not have been maintained, but the man did not care to accept his legal detense and paid \$250 to the disappointed girl.

Asking for Divorce,

Caroline Doerr yesterday filed suit against William Doerr, asking divorce on the grounds of cruel and inhuman treatment. They were married in 1883, and the plaintiff charges that during the past eight years the defendant has maltreated her and repeatedly driven her from home and threatened to kill her. She asks judgment for alimony in the sum of \$500.

The Court Record. SUPERIOR COURT. New Suits Filed.

Foster & Bennett Lumber Company vs. John B. Gasper et al.; mechanic's lien. Steven M. Crawford vs. Henry S. Fox et al.: on account and notes. Room 3. Caroline Doerr vs. William Doerr; divorce. Room 1.

> CRIMINAL COURT. Millard F. Cox, Judge.

State vs. William O'Brien; petit larceny and burglary. Guilty. Imprisonment in State prison five years. State vs. Albert Martina; petit larceny. Trial by court. Guilty. imprisonment in workhouse three months and fined \$10 and

Statevs. William Flora; petit larceny. Guilty. Imprisonment in State prison eighteen months and fined \$25. State vs. Mary Anderson; grand larceny, Pleaded guilty. Imprisonment in State prison one year and fined \$25. State vs. Thomas McCarty; assault and battery with intent to kill. Trial by the court. Guilty. Fined \$10 and sentenced

Building Permits. Building permits were issued yesterday

to six months in the workhouse.

as follows: F. T. Mc Whirter, frame shed on North Alabama street, \$40. Steve Slinkard, shed on Pearl street, near Tennessee, \$50. W. H. Wickers, frame on Spruce street. between Lexington and Pleasant, \$700.

Wilhelmina Boehrman, repairs at 407 South New Jersey, \$200. M. S. and M. H. Ingersoll, two-story frame on Fletcher avenue, near Cedar \$2.000. J. W. Brown, trustee, two-story frame, Ohio and Noble, \$3,000.

Long-Distance Telsphone Franchise. The Board of Works yesterday afternoon made an agreement with the Long-distance Telephone Company of New York whereby the telephone company is given the right to construct conduits or erect poles in the city under the direction of the city engineer.

and according to a contract to be drawn up by the city attorney. This contract will provide that the company must lay conduits wherever and whenever required by the board. The city will have the right to string fire alarm wires on any of the poles or in any of the conduits of the company. The company will also have to pay a fee on each pole according to an ordinance which the Council has prepared but which has not yet been passed.

STREET RAILROAD AFFAIRS.

New Superintendent Elected-Lowering the Tunnel-West Washington Line.

The new superintendent of the streetrailroad company has been selected, but President Mason stated last night that he was not quite ready to give out the name of the new official vet. The new superintendent is not a resident of Indianapolis, nor is he of Buffalo, and it is believed that he is some one from Messra. Verner and McKee's Pittsburg system. A gang of men were at work yesterday lowering the bed of the South Illinois-street tunnel, and by Saturday mule cars

will be running through the damp hole. The wires will not be ready for the electric cars by that time. Electric cars were started on West Washington street yesterday and the line worked

GREATEST SHOW ON EARTH

very smoothly.

Live Stock Exhibit at the World's Fair Opened in the Monster Pavilion.

Horses and Cattle from All Lands to Compete for Prizes-American Sculptors Who liave Been Awarded Medals and Diplomas.

CHICAGO, Aug. 21.-Horses, proud-stepping and high-spirited, selected from the choice stables of the world, pranced around the arena in the big live stock pavilion in the presence of twenty thousand people from all parts of the earth at the world's fair to-day. There were great, ponderous stallions of shaggy mane that almost made the earth tremble as they moved along. With them came the fiery-eyed, fleet-footed Arabian and Kentucky steeds, with shiny, satin-like coats. There were horses from every State of the Union, of every grade and variety. It was the opening day of the live stock show at the White City, and it is said to be the largest and most complete show of its kind ever held on the American continent. Horses were not the only animals shown in the big arena. There was an aggregation of cattle quite as great and varied as that of the horses. The exhibition of live stock opened to-day, and will close Oct. 28, and each day in the meantime there will be a grand display of horses and cattle in the live stock pavilion. The attendance at the opening to-day was all that the management could have desired. It shows that the live stock feature of the

fair is a popular one. Besides the 1,205 head of cattle and 1,017 head of horses, there will be over 1,800 head of sheep and 1,500 hogs. In the south end of the grounds there are forty stables, each 200 feet long and 42 feet wide, equipped with everything to make a comfortable habitation for the aristocratic competitors. With their stalls occupied by the choicest possessions of stock raisers, the live stock stables promise to become the center of attraction. Every morning a cavalcade will proceed to the live stock pavilion, where the judges will make the awards. This was what the pavilion was built for, and Chief Buchanan expects every seat of the vast amphitheater to be filled every morning. There will be leaving and hurdle contests and the Southern mule will bid for honors against the Western jack. The Czar of Russia has sent twenty-one horses to the fair. Some of them have pedigrees that run back 125 years, and there are stallions in the group that \$100,000 cannot buy. Guard captain of cavalry F. N. Imailoff, was sent as a special delegate to look after the horses which are from the stables of his Highness, the Grand Duke Dimitri. The horses are classed as standard Orioff trotters, heavy and light types, and Orloft naif-breed saddle or weight-carries for heavy cavalry service. A great feature of the attraction at the exposition will be the parade of these stables

and also those of the imperial stables of Germany. The awards made by the fine arts committee of jurors for sculpture in the Art Palace were announced to-day by Chairman Thatcher, of the executive committee on awards. The number of medals and diplomas awarded was eighty-seven, out of over one thousand pieces of sculpture examined. Following are the successful American artists: John Donoghue, Henry Kitson, Thomas Ball, Robert P. Bringhurst, Herbert Adams, C. E. Dalin, C. E. Neidhans, John Rogers, Emil H. Wenrtz, E. Wellington, Edwin Elwelf, J. J. Boyle, F. Welling Ruschtau, Edwin Kemyss. Mr. John M. Webster, of New Mexico, was officially given his seat in the national

commission in place of Richard Mansfield White, removed. . ... "One of the entertaining features of this afternoon's fun was the international concert at Festival Hall. The four quarters of the globe were represented-Japan, Hindoostan, the Hawaaiian Islands and Central America. Mr. Uhenehi, the manager of the Japanese concert hall, volunteered the services of his musicians and dancing girls. Mr. Ballentine, the United States consul at Bombay, offered the services of his Hindoo jugglers, who have been performing on the streets of Cairo. The quartet of the Hawasian cyclorams furnished the vocal music, and the Guatemalan marimba was played by the four Indians from that country. They wore their native costumes. Gilmore's Band assisted at odd in-

tervals. Commandant and Mrs. Mills, the world's fair staff of officers and two hundred West Point cadets graced the Dutch colonial room of the New York State building this evening in a formal tea given by Mrs. Ralph Trantman, of New York, first vice president of the board of lady managers. For over two hours the room was crowded with the erect young men in grey and brass buttons, many State and foreign commissioners, army and navy officers, American and foreign, and last, but not least, a bevy of young society buds, who monopolized the attention and conversation of the cadets.

The paid admissions to the world's fair to-day were 129,619.

EMBEZZLER WEEKS IN COSTA RICA.

Living Well Off His Ill-Gotten Gains, but Detested by People Who Know His Career.

NEW YORK, Aug. 21.-Under date of San Jose, Costa Rica, the Times prints this: "Francis Henry Weeks, the New York embezzler, is living here. He lives in good style at the Grand Hotel and see ma to have plenty of money. His ill-gotten gains Will procure for him the maximum of comfort, such as it is, but for a luxurious club man a Costa Rican hotel offers few charms. In fact his life will be little short of purgatory. His fame preceded him. Weeks is a striking agure on the streets of this quaint highland city. His crime of robbing women and embezzling trust funds makes bim universally detested. The few English-speaking people here are not introduced, and as Weeks knows nothing of Spanish etiquette he makes no acquaintances of a desirable character. While it is quite true that he cannot be extradited, a request from the government of the United States to that of Costa Rica might lead to his expulsion as a pernicious foreigner. This move, if properly managed, would result in his being sent out of the country by a Pacific mail steamer from Puntas Arenas. Once on board an American detective could hold him until the vessei reached San Francisco."



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Syrup of Figs is for sale in 50c and \$1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any substitute.

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"Bleach" is in a sense a misnomer. It does not not give a washed-out appearance to the face as the name implies. Instead, it imparts an attractive brilliancy, and positively removes wrinkles. Valuable to women of all ages.

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VANDALIALINE SHORTEST ROUTE TO ST. LOUIS AND THE WEST. From Indianapolis Union Station Trains leave for St. Louis 7:30 am., 11:50 am.,

1:00 pm., 11:00 pm. Trains connect at Terre Haute for E. & T. H. points. Evansville sleeper on 11:00 p. m. train. Trains arrive from St. Louis 3:30 am., 4:50 am., 2:50 pm., 5:20 pm., 7:45 pm.
Terre Haute and Greencastle accommodation arrives at 10:00 am,, and leaves at 4:00 pm. Sleeping and Parlor Cars are run on through trains. Dining Car on trains 20 and 21.

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